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CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

CONFIDENTIAL

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25X1A

COUNTRY Italy

DATE DISTR. 28 August 1951

SUBJECT Railway Rolling Stock  
Production in Italy

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SUPPLEMENT TO  
REPORT NO.

1. Italian production of rolling stock began somewhat slowly at the close of the last century, gaining recognition after the nationalization of the Italian railways in 1905, when large orders from the State fostered the industry's development and resulted in its efficient service to the country during World War I. Immediately after 1918, the national need for rolling stock was so urgent that a number of industrial plants not previously engaged in this type of activity began producing railway material. Around 1924-1925, activity waned to the pre-war level and showed little increase until 1945.
2. The losses suffered during World War II and the subsequent encouragement that the State Railways gave to firms not specializing in the field once again caused an increased number of them to engage in the construction and repair of rolling stock. By 1950, the situation reverted to normal and firms returned to their previous fields or embarked on new ones.
3. At present, there are some forty firms producing and/or repairing rolling stock:

## Region

## Name

## Work Undertaken

## a. Piedmont

FIAT, Sezione Materiale Ferroviario, Turin

All except electrical installation

S.A. Nazionale Officine di Savigliano

All, including electrical installation

Officine A. Magioli &amp; Figli Santhia (Vercelli)

Repair of coaches and trucks

Officine Moncenisio, Condove

Construction and repair of coaches and trucks

Officine Poccardi, Pinerolo

Construction and repair of coaches and trucks

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<u>Region</u>	<u>Name</u>	<u>Work Undertaken</u>
b. <u>Lombardy</u>	Ernesto Breda, Sesto San Giovanni	All except electrical installation
	Officine Tallero, Milan	Construction and repair of coaches and trucks
	Fab. & Ripar. Vag. & Tram (Fervet), Bergamo	Construction and repair of coaches and trucks
	Officine Meccaniche Lodigiane, Lodi	Construction and repair of coaches and trucks
	S.A. OM, Milan	All except electrical installation
	Officine di Costamasnaga, Como	Repair of coaches and trucks
	SEAI Marchetti, Sesto Calende	Construction and repair of coaches and trucks
	Brown Boveri, Milan and Vado Ligure	Electric locomotives, and electric installation for other producers
	CGE (Compagnia Generale di Elettricità), Milan	Electrical components for electric locomotives produced by other firms
c. <u>Veneto</u>	Magneti Marelli, Sesto San Giovanni	Electrical components for electric locomotives produced by other firms (particularly for Reggiane, Reggio Emilia.)
	Officine Galtarossa, Verona	Repair of coaches and trucks
	Officine Meccaniche, Stanga, Padua	Construction and repair of coaches and trucks
Cantieri Riuniti dell' Adriatico, CRDA, Monfalcone	All except electrical installations	
d. <u>Emilia</u>	Reggiane, Reggio Emilia	All except electrical installations
	Officine Greco, Reggio Emilia	Repair of steam locomotives
	Officine di Casaralta, Bologna	Construction and repair of coaches and trucks

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<u>Region</u>	<u>Name</u>	<u>Work Undertaken</u>
e. <u>Liguria</u>	Societa Industriale e Commerciale Emilio Bagnara, Genoa (Sestri)	All except electrical installation
	Ansaldo, Stabilimento Meccanico, Genoa (Cornigliano)	All including electrical installation
	San Giorgio, Genoa (Sestri)	Electrical installations and components for other producers
	Piaggio e Compagnia, Genoa (Sestri), Finale Ligure and Pisa	Construction and repair of coaches and trucks
	Societa Meccanica della Mellara (Ex-OTO Works) La Spezia	All except electrical installation
f. <u>Toscana</u>	Officine Meccaniche Ferroviarie Pistoiese (formerly S.A. Industriale San Giorgio) Pistoia	Construction and repair of coaches and trucks
	Costruzione Meccanica Aeronautica S.A. (CMASA) Marina di Pisa	Repair of coaches and trucks
	S.A. Costruzioni Ferroviarie e Meccaniche, Arezzo	Repair of coaches and trucks.
g. <u>Marche</u>	Officine Meccaniche Cecchetti, Civitanova Marche (near Macerata)	Repair of coaches and trucks
h. <u>Lazio</u>	Bombrini-Parodi-Delfino, Colleferro	Repair of coaches and trucks
i. <u>Campania</u>	Industria Stabilimenti Navali e Meccanici Avia, Naples	Construction and repair of coaches and trucks
	Officine Costruzioni Riparazioni Elettriche Napoletane (OCREN), Naples	Electrical installation for products of the Stabilimento Meccanico di Pozzuoli, Naples
	Stabilimento Meccanico di Pozzuoli, Naples	Electric locomotives and trains except for electrical installation supplied by OCREN, Naples

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<u>Region</u>	<u>Name</u>	<u>Work Undertaken</u>
1. <u>Campania</u> (cont.)	Cantieri Metallurgici Italiani Castellammare di Stabia	Construction and repair of coaches and trucks
	Industrie Meccaniche Meridionali, Naples	Construction and repair of coaches and trucks
	Officine Costruzioni Aeronautiche e Ferrovie (AERFER), Pomigliano d'Arco	All except electrical installation
2. <u>Sicily</u>	Aeronautica Sicula, Palermo	Repair of coaches and trucks
	Officine Meccaniche Siciliane S.A. (OMSSA), Palermo	Repair of coaches and trucks
	Cantieri Navali ed Officine Ferroviarie Rodriguez, Messina	Repair of coaches and trucks

4. The above list does not include those firms which repaired rolling stock during the immediate post-war period, but have since ceased all activity in this field.
5. There is a total of 25,000 persons, including office and mechanical workers, specifically employed in rolling stock repair and construction by these firms.
6. Potential production capacity of new stock of plants currently engaged in this work is:
  - a. Steam and electric locomotives: 400 per annum;
  - b. Motor and electro-motor railway cars: 500 per annum;
  - c. Luggage vans and coaches: 1,500/1,800 per annum; and
  - d. Other types of trucks: 24,000/25,000 per annum.
7. Present production rates, limited by the funds voted to the State Railways Administration for repair and construction, are as follows:

	<u>Repairs per annum</u>	<u>Construction per annum</u>
a. Steam and electric locomotives	100	50/60
b. Motor and electro-motor cars	40	90/100
c. Luggage vans and coaches	1,000	800/1,000
d. Other types of trucks	3,000	2,000/3,000

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8. As of 31 December 1950, the State Railways had 12,192 kilometers of single track and 4,111 kilometers of double track in efficient operation.

9. Budget limitations prevented the planned execution of the electrification development program for the year 1950-1951. An indication of the extent to which this plan has been disorganized is afforded by the fact that even conversion of the Turin-Milan-Venice line, one of the most important items on schedule, has been postponed.

10. As of 31 December 1950, the breakdown of rolling stock in efficient operation was:

a. Steam locomotives	2,068
b. Electric locomotives	1,271
c. Diesel and electric railroad cars	728
d. Electric train combinations	11
e. Passenger coaches	5,086
f. Guards and luggage vans	1,997
g. Trucks (including privately owned)	105,195
h. Road-haulage truck carriers	172
i. Traction units for road-haulage truck carriers	117

11. Due to the increasing number of passengers, which has reached 335 million, twice the pre-war figure, the available quantity of rolling stock is not at all adequate.

12. During 1950, the daily average figures for utilization of goods trucks were as follows:

a. Transport of payloads	91,477 trucks
b. Transport on administration account	2,336 trucks
c. Idle	11,382 trucks

13. On 31 December 1950, rolling stock in need of repair amounted to:

a. Coaches	1,700
b. Guards and luggage vans	600
c. Trucks	28,000

From 1946 to mid-1949, the financial status of the above-listed firms was sound, but many of them have begun to feel the strain caused by the distinct slackening of State Railway repair and construction activity. Despite their attempts to exert pressure on the competent authorities, however, neither the State Railways Administration nor the Treasury has executed the allocation of sufficient funds for repair and construction plans previously drawn up.

14. Italian exports of rolling stock are now practically extinct. Since early 1950, when an order for 4,800 railway trucks from the occupation authorities in Western Germany was completed, no foreign orders have been received and there can be little competition with British (principally), Belgian, French, and recently, German producers.

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Comment: Comments and special questions on this report would be most welcome in [redacted] to obtain further information.

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